

Thursday, October 14, 2010

2:00-4:00 PM

Minutes

GATEWAY CITIES GOVERNANCE COUNCIL

Regular Meeting

The Gas Company
9240 Firestone Blvd.
Downey, CA 90241

Call to Order

Council Members:

Cynde Soto, Vice Chair
Josue Barrios
Representative Bass
Anne Bayer
Jo Ann Eros-Delgado
Lillie Dobson
Representative Kelley
Representative Shidler

Officers:

Jon Hillmer, Director
David Hershenson, Community
Relations Manager
Suzanne Handler, Council Secretary

Please turn off cell phones or put them on vibrate

1. Pledge of Allegiance
2. Roll Call: Harley Rubenstein Absent
3. Public Comment for items not on the agenda

Wayne Wright recommended changes to lines 26-51-52-352, 53, 45 and 130.

- Council requested a copy of his recommendations to be sent via e-mail

4. APPROVE Minutes from September 9, 2010 meeting – approved and seconded
5. RECEIVE Director's Report, Jon Hillmer
 - Performance Report, the Performance Report was changed to compare Metro and Gateway Targets. This report is easier to understand and gives a quick picture of the objectives and goals attained.

- Meet and Confer Meeting September 30, this was attended by 19 council members one the speakers was Matt Raymond of Communications who gave an update on the TAP program, possible Visa debit card that would be usable on Metro Buses. Took questions from the attendees mainly on the TAP system.

Timothy Lindholm of Facilities spoke on the changes to the facilities along the Green Line particularly the Artesia Transit Center and the self-contained toilet at the Center. This is still being discussed. Also touched on the El Monte Transit Center and the redevelopment at the El Monte site.

- Tour of facilities had 10 council members who toured Customer Relations, Bus Operations Control, Regional Rebuild Center and Division 10 Transportation. At each stop they were given an introduction to the department and were able to watch personnel in action. Probably the most impressive was at the RRC where mechanics were working on a bus engine. Lunch was served in the Transportation Conference Room at Division 10 while Transportation Manager, Michael Greenwood gave a presentation.

Looking for feedback from the council that after our next meet and confer we would do a tour of the Rail Operations and control center intersection of the green and blue line.

- Board Actions in September, approved a motion by Mayor Villaraigosa relative to bikes on buses, increasing the funding for bike purposes out the call-for-projects increasing the funding mark from 7% to 15%, for bicycle projects investigate the feasibility of putting 3 bike racks on our buses as they do in Long Beach transit. Modifying our rail cars to accommodate bikes more

readily. Bike racks on some of Metro's van pools vehicles, increasing the bike information on all metro public literature, publish a new "how to ride Metro" including bike information.

- Item #19 which was to approve a contract with "next bus" a 1.65 million 5-year contract to develop systems that would predict when the next bus would come at any one location. Next bus has contracts in local areas, i.e., Glendale. Usable at transit stations and selected bus stops.
 - Item #8 recap of the changes approved and modified by the board, directed staff to come back on line 68, 177 modified by San Gabriel Valley to retain to March 2011, and reduce it to a peak period only service and directed staff be begin discussion with municipalities along the route to see if there is interest in maintaining this line in their communities. Line 220 originally proposed to be canceled, staff developed an alternative but the alternative would not save money, so back to the Westside to vote on canceling Saturday service but retaining weekday, until the Expo line is completed. The 620 Line is a Boyle Heights shuttle, was approved for cancellation but the Board directed it should be retained, but instead of every 20-25 minutes it should run with one bus every 60 minutes. The 439 is an express line that goes from LAX to Downtown Los Angeles primarily on La Cienega and the I-10 freeway, it takes about an hour and a half to forty minutes to get from LAX to downtown. Proposal was to cancel it, but the South Bay approved keeping the service in peak periods only and canceling Saturday and mid-day running from Fox Hills Mall to Downtown Los Angeles.
- Change in date and agenda for the November meeting. We recommended a workshop for service changes in June. Give the council an opportunity to review what the planning department is considering and give us an opportunity to voice our opinions. This will be a give and take. Hopefully, this will be a positive experience. The changes for June 2011 will be larger than the service changes for December 2010. Looking at service level reductions as opposed to line cancellations.

The regularly scheduled November meeting lands on Veterans Day this year. Since it is a holiday for Metro non-contract and city employees, November 4 was chosen as the alternate day. This was agreed on by the council. Other venues were discussed for this day, and it was decided to keep the council meeting at the Gas Company at its regularly scheduled time of 2pm.

6. NOMINATE and APPROVE new chair for the remaining term.
- Cynde Soto was nominated to the Chair position to finish Harley Rubenstein's term by Representative Shidler, Representative Kelley seconded no other nominations and all approved. Representative Shidler was nominated as the Vice Chair by Representative Eros-Delgado, seconded by Representative Bass approved by council.
 - Design a Proclamation thanking Harley Rubenstein for his service on the council. David Hershenson volunteered to do the proclamation.

Revised to add Adrian Alvarez' comments

7. RECEIVE Presentation on the Web-site for the Governance Councils, David Hershenson, Community Relations Manager
 - David Hershenson gave a presentation on the draft web-site for the councils there were no questions from the council except to change the individual pictures and would we have a professional photographer? David agreed that a photographer would be taking the pictures for the website. David will be working with council members on their links or small bios for the web page. The date for the photographer has not been determined. The bylaws are still in the process of being approved and edited we are hoping for board approval by January 2011, we will provide a copy to the councils for their perusal and input. One change will be the council name, in lieu of "sector", "regional" will be used.

Representatives liked the idea of one website for the councils, easier to find information on the other councils as well.

8. RECEIVE report on I-710 Corridor Project by Adrian Alvarez, Transportation Planning Manager IV, Gateway Area Team
 - Metro and its six funding partners are conducting an EIR/EIS for the I-710. The study area runs through the Gateway Cities and extends (along the I-710) from Long Beach (in the south) to SR-60 (in the north), covering a distance of 18 miles. The Gateway Cities account for over 2 million residents in the County of Los Angeles and also have some unique facilities that need to be pointed out. At the southern end we have the Ports of Long Beach/Los Angeles, the largest ports in the U.S., and at the north we have the Vernon/Commerce Rail Yards, a heavily utilized intermodal facility. Over the years the community has been very clear that a transportation improvement project would only garner community support if it addresses: improving air quality, improving mobility challenges, updating a freeway that hasn't been modified in over 50 years ago (i.e. since it was built), and must be cognizant of cost.

The I-710 project has a very extensive public outreach process. The I-710 community participation framework builds of the successful approach used in the I-710 Major Corridor Study. There is a very comprehensive structure that encourages dialogue at the grassroots and technical level, which feed into the elected official and policy level. At the end of the day, the I-710 project maintains consensus up and down the corridor.

- Representative Kelly, your advisory committees from the cities, are they made up of council members or residents?

Adrian Alvarez, both. The city councils were asked to nominate members to their respective Local Advisory Committees (LACs). The city engineers are represented at the Technical Advisory Committee. Elected officials (e.g.

Revised to add Adrian Alvarez' comments

Mayors or City Council members) comprise the Project Committee (PC). The Corridor Advisory Committee is comprised of members of the TAC, LACs, PC appointments; there is a lot of "cross pollination" within the committees.

- Representative Kelly, are they appointed?

Adrian Alvarez, yes members of the LACs were appointed by each city council.

- Representative Kelley, do all the cities along the corridor have representation?

Adrian Alvarez, they have been invited, but there are some cities that have not formed an LAC, such as Signal Hill and Compton, but there are 13 active LACs.

- Representative Kelley, are there elected officials who are participating?

Adrian Alvarez, the elected officials are part of the Project Committee (e.g. Mayors or City Council Members), and the Executive Committee (Supervisors and Harbor Commissiones) which would be the policy level committees.

- Representative Kelley, what is the total cost of this study?

Adrian Alvarez, the total budget to conduct the EIR/EIS is \$27 million. The EIR/EIS will identify a Locally Preferred Alternative. Completion of design and construction would be the subsequent steps; funding for those phases has not yet been identified. The alternatives which are being discussed in the EIR/EIS, are evaluated against conditions in 2035, are the No Build option and three build Alternatives. They are summarized as follows: Alternative 1 – No Build; evaluates the conditions in the study area with no changes in the existing I-710 infrastructure. Alternative 5; evaluates building 10 general purpose (GP) lanes (5 in each direction). Alternative 6A; evaluates 10 GP lanes and 4 separate freight corridor lanes. Alternative 6B; evaluates 10 GP lanes and 4 separate freight corridor lanes (physically the same as Alt 6A), but assumes the freight corridor is used by trucks with zero (tailpipe) emissions.

- Representative Kelley, has the 10 lane proposal been run by the AQMD?

Adrian Alvarez, 10 lanes were evaluated during the preceding study. In fact the Locally Preferred Strategy of the Major Corridor Study consisted of 10 general purpose lanes and 4 separate freight corridor lanes.

- Representative Kelley, the proposal for the I-5 expansion showed 10 lanes, and the AQMD said no way.
- Representative Shidler, these proposals for the expansion of the I-710 will they take any land?

Revised to add Adrian Alvarez' comments

Adrian Alvarez, there is a utility corridor adjacent to the freeway; in order to widen the freeway and to minimize residential takes, the I-710 would have to share the existing utility ROW. Southern California Edison (SCE) and the Los Angeles Department of Water and Power (DWP) have agreed in concept to share their ROW with this project.

- Representative Bass, have the agencies bought into this?

Adrian Alvarez, yes they have, the exact detail of how much land is needed, is currently being discussed. Thereafter, Metro would negotiate the terms with the utilities.

- Representative Shidler, I would hate to see taking commercial or residential properties for this.

Adrian Alvarez, the advantage of having the utility corridor adjacent to the I-710 is that that most of the land the project needs need will come from there. During the Major Corridor Study, the communities were very clear that they would not support a project that had excessive residential ROW takes. Although some residential takes would be needed, this study is working off that understanding.

- Representative Shidler, from the freight lanes with trucks and the zero admission trucks what would happen to the regular trucks?
- Representative Kelley, if you have the freight lanes, why would you need 10 additional lanes? There is mostly truck traffic to begin with, so if you moved all truck traffic to designated lanes, having 10 lanes is over stretch.
- Representative Bass, the utility lines are major transmission lines, and according to people I have spoken with, they are considering the project, but they are not going to pay for it. So who is going to pay for the relocation?

Adrian Alvarez, any cost would be burdened by whoever is building it. This is a special project where Caltrans is the owner operator of the current freeway (and is part of our project team), but we can not state at this time that they will be the owner/operator of the freight corridor, if a build alternative is selected.

- Representative Bass, moving those lines are worth more than what the freeway is worth.

The project has an aggressive 43-month schedule, have completed scoping, concluded our alternatives screening, we have prepared the engineering

design that supports the scoped alternatives, and we have completed the internal draft EIR/EIS.

This is the schedule for the original 43 months

Two milestones remaining: Releasing the DEIR/DEIS and the approved environmental document (FEIR/FEIS). However, we have received comments from some of our stakeholders, and they have asked us to incorporate the changes in the DEIR/DEIS. In short they are: 1) Adjusting the assumptions in our traffic modeling; 2) City of Commerce requested to reconsider maintaining the freight corridor on/off ramps on Washington Blvd. open; 3) Similarly the City of South Gate requested freight corridor on/off ramps on Miller Way be moved to Batata; and 4) Provide an additional analysis on the placement of the utility lines.

In order to present this item to the Metro Board, these 4 items have been presented to the I-710 Committees. The TAC, CAC, PC, and EC support these changes and have forwarded their recommendations to the Metro board for their consideration. This report will be presented to our Metro Board during the November/December Board, on December 9, 2010.

Concurrent to the EIR/EIS staff is working on a separate and parallel process to conduct: 1) Utility Studies in the I-710 Corridor; 2) Early Action Project identification; 3) Developing trucks with zero (tailpipe) emissions.

A separate utility study is needed because of the number of utility lines that cross the I-710 are so great, they need to be evaluated concurrently with the environmental process. Early Action Projects are projects that provide independent utility, and are not subject to the construction of the overall I-710 project. Examples of an Early Action project is construction of a soundwall or a reconfiguration on an interchange (or on/off ramp), which is consistent with the design of the I-710 Project. Metro is working with CALSTART to develop trucks with zero (tailpipe) emissions.

- Representative Bass, has the port authority been brought into this to see the economic impact of something like that?

Adrian Alvarez, although the EIR/EIS is technology neutral, for the purpose of the technical studies (traffic, air quality, etc.) the freight corridor under Alternative 6B, is being described as one that is used by trucks with zero (tailpipe) emissions. The freight corridor is being modeled with service provided by trucks; however, the design will not preclude a future conversion to another technology (i.e. MagLev). In conclusion the ports are part of our project team and are aware of the details of each alternative.

- Representative Bass, there is discussion of building ports up and down the coast, a zero emission truck could dry up the port of Long Beach,

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and not all trucking/shipping will be using them and will go to other ports. The ports are already feeling the effects of the emission standards that will go into effect 2012-2013.

Adrian Alvarez, the AQMD has partnered with Metro and CALSTART to develop this idea. AQMD is very interested in furthering the concept of a zero emission trucks.

The last activity is Metro is evaluating the feasibility of Public Private Partnerships for some of the projects funded by Measure R. The I-710 Corridor Project is one of the projects being evaluated for a PPP consideration.

- Representative Shidler, several years ago the Alameda Corridor was supposed to alleviate the freight on the I-710; it never reached it full capacity.

Adrian Alvarez, by 2035 the Alameda Corridor will have reached its full capacity. Trains do move cargo quicker and cleaner than trucks, however, the logistics decision as to whether cargo will be moved by truck or train is related to where the cargo needs to go. A reason that trucks move a lot of cargo within the Gateway Cities is because many of the distribution facilities are located here. This project is trying to address the issues of the growth in the subregion and the ports as best we can.

- Representative Shidler, is there a completion date for this?

Adrian Alvarez, In the upcoming Board meeting we will be presenting a revised schedule. Under this new timeline, the FEIR/FEIS will completed by end of 2012. Although the subsequent phases of Design and Construction do not have funding identified, the EIR/EIS assumes that the construction will be completed before 2035. The DEIR/DEIS will evaluate 4 Alternatives and recommend the one Alternative which offers the best transportation solution.

9. RECEIVE report on Eastside Transit corridor Phase 2, Ann Kerman, Community Relations Manager
 - Extension on our light rail project that currently ends at Atlantic/Pomona in ELA. Where do we go east from here? Project began in 2007 with about 47 different alternatives, we reduce the scope of the project and start refining it, the board asked for two alternatives in January 2009. Eastside is expanding our regional system, go East across the SR60 and end in South El Monte, or going down Garfield to Washington and end up in Whittier.
 - Travel simulation east-west travel that is assuming we have the regional connector in place. Over 80 square miles, we need it to be compatible with the existing system. We addressed the Community for scoping. The scoping period is an environmental period and we want the public comments on what we should be looking at during this process. This was done in January

through April of 2010 an 80 day comment period, one agency meeting and 4 scoping meetings. Pico Rivera, South el Monte, Montebello and Whittier. Over 300 people attended these meetings, over 500 comments came in. full range of stakeholders received notifications. General support, SR60 northern cities southern alignment along Washington, makes up a lot of the Gateway Cities. Both of these two coalitions strongly supported each of these alternatives. Only 8 people said no build, but most importantly people felt the need to expand the light rail service. SR60 alignment would be of benefit to mixed- use development it would alleviate congestion on the SR60 cost would be relatively low and the ridership would be high. Concerns: there is a large landfill site along the SR60; would the EPA allow us to do this? Landfill OII superfund sight. Concerns about the Whittier Narrows and habitat. Land use density would it be a walkable as opposed to a commute-like alternative. In terms of the Washington Blvd., the support of comments included the reduction to the I-5 congestion that it would be destination oriented promote city to city connections again a relatively low cost per mile and high ridership. Concerns would be impacts to residents and businesses, especially if we do an elevated configuration. Concerns about safety and Pico Rivera especially were concerned about gang issues and vandalism. Seismic concerns and traffic disruption to the Washington corridors truck traffic. State agencies wanted to make sure we looked at coordinating on the SR-60 related projects, i.e., freeway expansion, car pool lanes, as well as high speed rail are looking at this alignment.

This has given us a framework to build our environmental documents to develop the methodologies; we have gathered information from each of the 8 cities but 13 cities in the unincorporated cities in the County that are impacted. We are gathering data and geotech water resources and all the agencies concerned, conducting noise studies and going through a very thorough review. Engineering what the seismic and land features, considering refinements on the Washington blvd. that perhaps we could come at grade in some communities. We are looking at modifications on the SR-60 Station at Peck Road and Washington an aerial structure that would straddle Garfield and Whittier and shifting the station at Greenwood to avoid historic resources.

We have been working with each of the cities who have a station. What should be the kind of elements should we be looking at? Schedule on this project we are currently in the environmental aspect of the project. Putting out at EIR next summer. Studies, coordination with each community, to address any environmental concerns that could come up.

- Representative Shidler, alignment to Whittier has the lowest cost and highest potential of transit ridership. Rail line between downtown Los Angeles and Whittier what is now the Southern Pacific/LaHabra subdivision was never looked at, and that subdivision is still there and still intact and still has the track that was never addressed. That was

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the line that was put in specifically for Whittier, LaHabra and Fullerton.

9. RECEIVE Presentation from Urban Land Institute, Los Angeles District Council on the 2011 on the TOD Summit, Sam Genaway, consultant

➤ Host of the TOD June 3, 2011, last year was the first summit. To work along side the development community and be partners in creating transit-oriented development throughout the southland. My purpose today is to speak on the TAP process (Technical Advisory Panel). What is transit oriented development? Specifically, it is developed to bring riders to transit systems. Transit development gives you an opportunity to live at one transit stop and work at another. This type of development tends to be more destination-oriented, more efficient, and increases ridership. Currently metro has a number of programs (joint-development) these programs are designed when Metro owns property along the alignment and partners with private developers. Metro has been very aggressive and very active on developing these station sites. In other instances where Metro does not own the property along the alignment it makes it a little more complicated, maybe the city owns it or it is in private hands. This is where the TOD Summit would be of great assistance. The summit last year was a big success we had over 400 people attend this is an opportunity for elected officials and interested members of the public to come together to talk about where the opportunities and issues are and how we can turn this into success with the demands of AB32 and SB375. There is a lot of pressure on communities to have more compact development and transit nodes.

Background on ULI, it has been around a long time, comprised of engineers, architects, urban planners and others who are interested in the success of cities.

Here is an opportunity for you to participate, one of the key features of the TOD summit is our technical advisory panels for this effort, we are looking at cities that have TOD proposed projects. If you have a project that needs some of the best minds in the business to look at, this Summit is a process for you.

Very high profile opportunities to be part of the process by having some of the best people in the business look at your project. The cost for this is \$10,000. It is worth \$50,000 to \$100,000.

11. Karen Gorman, Executive Officer of Ethics, spoke to remind the council members to attend the required biennial ethics training this year. We are offering the course free of charge one in the morning and one in the afternoon and one in the evening. If you have any questions, please call our office. We do not offer on-line but the institute does have on-line for local government, your city attorneys may offer training, just send us the certificate.

12. Chair and Council Member Comments

Revised to add Adrian Alvarez' comments

- Representative Bass, while driving on the 710 freeway, my car died and the Metro tow truck was there before we even stopped our car on the side of the road, jump started our car and we were on our way again. Hats off to MTA and their public tow vehicles.
- Representative Dobson, the Burlington Coat Factory in Compton, soft opening on the 18th and grand opening on the 29th of October.
- Representative Shidler, David Hershenson facilitated a meeting at Norwalk Transit and we were able to meet with various operators, it was very nice. The next one will be in January at the City of Downey.
- Representative Shidler, meeting of the CAC, Art Leahy's proposed to the board to try and consolidate all the bus stops and get the buses one color due to the confusion and trying to make roll-out in the morning.
- Representative Kelley, the correspondence that Metro gets from the public, where does it go, who sees it, can you give us an idea of what happens to correspondence. Would go a long way to understanding what are the needs and concerns.
 - a. Action item, flow chart of customer complaints/commendations
- Representative Eros-Delgado, congratulations to Chair Soto and Vice Chair Shidler.
- Representative Barrios, congratulations to our new chairs. I thoroughly enjoyed my trip to the MTA and the tour, and it's good to know Metro is doing their part in curbing the greenhouse gases.

Adjourned at 3:30pm